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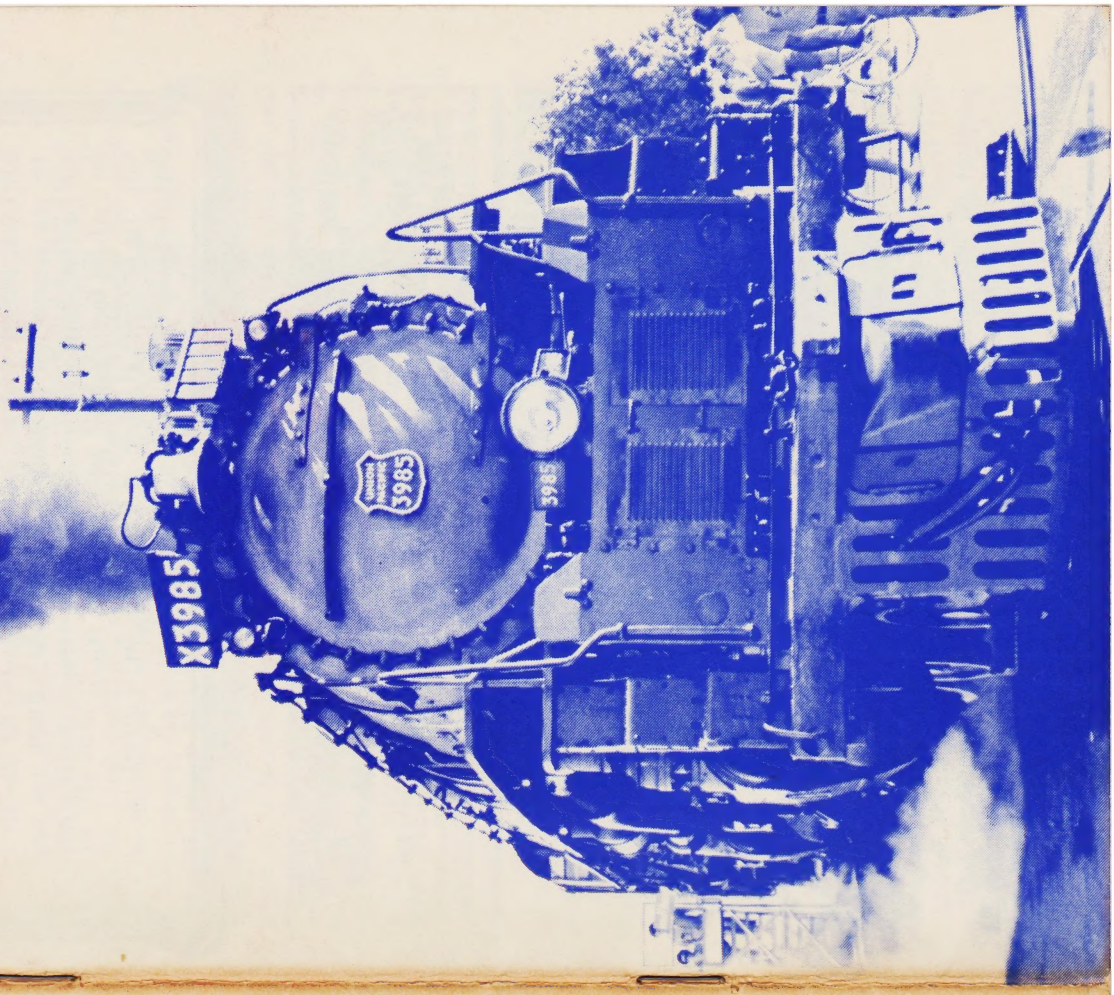

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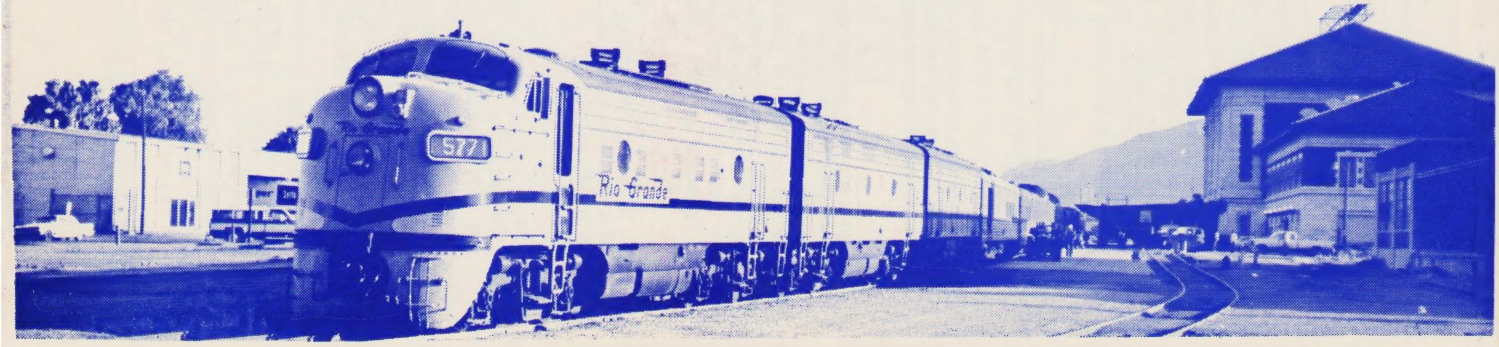

Ted and Sylvia Blishak, owners of Accent on Travel, are frequent RTN contributors.
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BOOKS

The 400 was the name and number of a set of trains the Chicago & North Western inaugurated early in 1935 to cover the approximately 400-mile distance between Chicago and St. Paul in about 400 minutes. The story of those speedy and elegant passenger trains is beautifully told by Jim Scribbins in "The 400 Story", a newly-published book from the publishers of Passenger Train Journal. This elegant, 232-page volume is in a wide 11x8½ format, hardbound, the better to present the 400 (appropriate!) photos of long trains. This marvelous book also contains maps, rosters, brochure and menu reprints. $35 + $2.50 mailing from PTJ Publishing, Inc. P.O. Box 397, Park Forest IL 60466.

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LETTERS

I should like to add my rebuttal to the splendid retort Barry Williams made to the obnoxious New York Times editorial and to the later article by former Congressional Budget Office staffer Allen Kraus. It is interesting to note that CBO Director Alice Rivlin was forced to resign under pressure shortly after the report came out. Perhaps the Amtrak report was the straw that broke the camel's back.

It is felt by many that there are still a large number of rail advocates who do not fully understand long-haul economics in the face of the inordinate deficits frequently attributed to them. As Joe MacDonald often pointed out, Amtrak's national system is analogous to a large department store stocked with only half the amount of inventory it is capable of handling with the existing facilities. The good sell for more than their cost and make a profit on a per unit basis; however, there are not enough goods being offered to create an aggregate profit which will cover the basic overhead of the store. Amtrak's long-haul trains have demonstrated their ability to generate revenues in excess of direct costs as PTJ revealed in their April, 1981 article, "Amtrak's $127 million Profit." Like the understocked department store, there are simply not enough of them to offset the costs of fixed facilities and produce an aggregate profit. The cost of fixed facilities remains essentially the same regardless of usage; however, the facilities are unproductive unless their utilization is permitted to rise above a certain level.

The issue is also confused due to an insistence on evaluating rail ridership on purely a head-count basis rather than emphasizing revenue passenger-miles (RPM's), the true index of productivity. There are between 10 and 11 million riders per year in the Northeast Corridor and about the same number outside the NEC. Those inside, however, generate only 1 billion revenue passenger-miles whereas those outside the NEC generate almost 4 billion RPM's. The federal subsidy per RPM in the NEC runs well over a half-dollar. On an incremental basis it is around three cents per RPM outside the NEC.

As Andy Selden has pointed out in his highly useful reports, four major Amtrak routes operating west of Chicago, each having only one train per day in each direction, generate more RPM's than the entire NEC.

There is a very appropriate statement on the first page of the recent Forbes magazine article (August 16th) criticizing the SP. It states: "It costs more to gather traffic than it does to move it, which is why the railroads like to distribute costs over as long a haul as possible." This applies to hauling passengers as well as freight. It explains why the passenger business was never the burden to the Santa Fe that it was to the New Haven and why the Western railroads remained solvent while the Eastern roads went bankrupt.

This all leads to an understanding that short-haul trains which lose money do so because they are essentially low-yield operations which can never pay their way and must depend upon heavy subsidies to sustain them. On the other hand, long-haul trains lose money for an entirely different (and correctible) reason.

ON THE COVER

The world's largest operating steam engine, Union Pacific's 3985, idles at Salt Lake City Union Station on June 26 while steam train lovers climb portable steps for a look inside the cab. The complete story of the late June excursions with the 3985 was told by Ted and Sylvia Blishak in our last issue.

(Rear cover:) The eastbound RIO GRANDE ZEPHYR prepares for departure from Salt Lake City on June 27. (Both photos by Sylvia Blishak.)

They are being unfairly charged with Amtrak's failure to "stock the store" adequately and obtain maximum utilization of the fixed facilities--thereby permitting a critical mass of high-yield operations to form and generate a tangible overall profit.

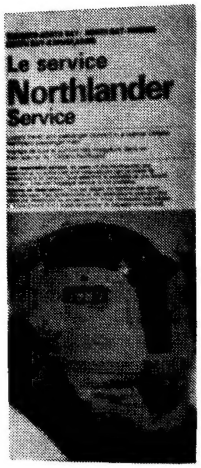
If Amtrak is to survive in an atmosphere of continual pressure for reduced subsidies, it must cease to place its investment in low-yield short-haul operations unless they, like the successful Delta Airlines "hub and spoke" pattern, feed large volumes of business into the long-haul system. Instead, Amtrak must fill in the missing links in the national system, increase the inventory of service available to the public, utilize adequately the fixed facilties and permit this critical mass to materialize. Joe MacDonald performed the basic research in the seventies which led to the recognition of these facts and numerous capable analysts in and out of NARP are applying the data to the scene as it appears today. Their studies deserve concentrated study and support by all rail passenger advocates.

M.D. Monaghan, Director-at-Large, NARP
Garland, Texas

★ VETO OVERRIDE AFFECTS AMTRAK

President Reagan vetoed a supplemental appropriations bill that had passed Congress, but on Sep 9 the House of Representatives voted to override the veto, and on Sep 10 the Senate voted likewise, thus making the bill law. Amtrak said that for it a very important feature of the bill is that it exempts the rail corporation from state and local taxes. A conference report that accompanied the bill also required Amtrak and the DOT to submit a joint report to the appropriations committees by Oct 15 on the feasibility of extending the Chicago-Indianapolis service to Cincinnati.

RAIL CANADA



VIA TRAIN 196, the Calgary-bound South Edmonton-Calgary Dayliner, hit an unloaded gravel truck at a highway crossing at Lacombe, Alberta the night of Aug 12. Twenty-one people on the train, including the engineer, were reported injured and the RDC car was extensively damaged. The driver of the truck, who was cited, was not injured. A bus was replacing the damaged railcar after the accident.

SARNIA-TORONTO TRAIN was involved in a head-on collision with a westbound freight train on Aug 10. About 50 passengers were treated in a hospital at Ingersoll, just west of the crash site, but there were no serious injuries among them. There were about 110 passengers on the VIA train, and some cars of each train derailed in the collision.

ONTARIO NORTHLAND RAILWAY'S current timetable, issued Nov 15, 1981, is shown here, with a photo of one of ONR's yellow-orange and blue F units.

JASPER PARK VISITORS were down by over 40,000 in the period Apr 1-Jul 31. Discontinuance of the VIA transcon train thru Jasper was a blow to the economy of that resort area. Inclement weather and the recession also had effects.

PRIME MINISTER TRUDEAU visited Banff in early August, traveling on the VIA CANADIAN, but using two private cars on the rear of the train. Trudeau occupied the cars while staying in Banff.

OBSERVATIONS ABOUT CANADA #3 by Thomas Higgins

Most of the Algoma Central's CP passenger cars have been repainted, and are using GP38-2's for power to Hearst. They also seem to be taking the wood chip and log cars on their lines from the CN. The CN seems to be downgrading this area, and Pawa subdivision has only a drill to Calstock and VIA's mixed train. There are only three freights a week from Hearst to Cochrane. Remember that this was once the main line to the West for the CN--times have changed.

Bill Coo, VIA's manager of tours, has published two books which are a must if you are visiting Canada: Scenic Guide to Western Canada, Greey DePencer Press, $6.95 Canadian; and An Illustrated Railfan's Guide to Canada, Railfare Enterprises. An Eastern guide is now at the printers and will be published in the fall.

VIA has put out a new systemwide map, with information about each Province. It is quite attractive, and passengers seem to enjoy it.

Some CN engines (9317 and 9312) are being mixed in with GO units in Toronto. GO is taking over two of VIA's runs to Barrie and Stouffville this fall. The run to Havelock seems doomed to retirement. The GO/CP line to Milton goes out 54 miles into the country. This run was made in 65 minutes with several stops, and is about the fastest run that GO has. It operates only Mon-Fri, and there is bus/subway service back to Toronto at 8:19 and 10:19pm.

The two CRUSADER observation cars are on the rip track in the Spadina Avenue Yards in Toronto. Their interiors have been gutted, but on the exterior they look good. Railfans can sign a release and wander around in the yards and at the roundhouse for hours, as long as they report to the time-clock keeper in the coach yards, sign a release, and wear a hardhat and safety glasses.

The new chopped-nost rebuilding program on the CP is in full swing and many of these units can be seen in Eastern Canada. Their road numbers are below 3000.

British Columbia Railway has the following N.J. units in their shops at Squamish: E-L 801-812 C425's, and L&HR units 631 & 632 (usually doing yard work in the North Vancouver Yards). One unit, E-L 2455, is bleeding its original paint thru (this unit was given an unauthorized bath in Williams Lake).

The ONR has converted coach 810 and lunch counter cars 1402 and 1403 into recreation cars for their maintenance-of-way crews. The new car numbers are 1882, 1883 and 1884.

The Churchill mixed train was using coach combine 7209 (built 1919), and coach combine 7210 was in Toronto for repair work.

The CN roster has 30 F7 A units and ten B units. They are used on the HUDSON BAY and sometimes the SKEENA. You can also see them handling the grain trains on the Prairies during the summer months. They were upgraded by the CN in 1972-73 for branch line service (along with GMD-1's) from 1500hp to 1750hp. Other modifications were made to the suspension.

Trains 272-273 are now rated as first class, as they no longer carry freight, and are so designated in the CN Great Lakes Region Timetable.

Much track improvement was noted from Gilliam to Thompson, and on the ONR from North Bay to Porquis.

For one dollar you can order Vol. 4 #1 "Manitoba Moods, The Great Train Ride". Write 200 Vaughn St., Winnipeg, Manitoba R3C 1T5, Canada. The magazine features both the HUDSON BAY and mixed trains.

VIA isn't saving anything for the 20% cut in services made last fall. They might try demanding an accounting from CN and CP for operating their trains--there are some real savings to be made there. Of course, all of VIA's higher level managers come from these two roads, and are hesitant to do anything to their former employers, who might again become their employer if VIA has more service cuts.

★ ★ ★

BRITISH COLUMBIA FERRIES have been hit by the economic downturn, with five ships in layup in the summer of 1982. The Ferry corporation has suffered from loss of its federal subsidy, and also from a 25% cut in the provincial subsidy. Officials

say the agency is in deep financial difficulty, with declines on many ferry lines, including a drop of patronage of 27.5% in Jan 1982 on the Earls Cove-Saltery Bay run near Powell River, B.C., compared to Jan 1981.

CP RAIL'S "HERITAGE" Alaska cruise vessel "Princess Patricia" remains out of service this summer. While some observers think CP was shrewd enough to see the recession coming and may return the ship to service under its own flag in 1983 or 1984, other reports say that the "Patricia" will be back in service under the flag of Canadian Cruise Lines, now operating the ex-CN "Prince George" Vancouver-Skagway, or that of Royal Heritage Tours, a Montreal-based firm which has been dickering for the "Patricia" for several months.

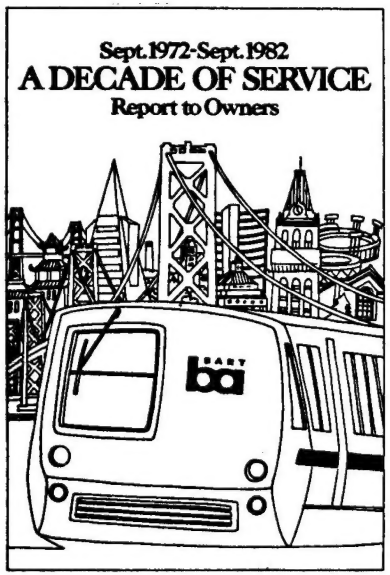
"PRINCE GEORGE" BOOKINGS, meanwhile, have been light. The ship was foreclosed by a Vancouver bank earlier in the year, but not seized, as it would be relatively worthless to the bank without a schedule and an operator. A former manager for Norwegian Caribbean is now in charge, and has a contract for 25% of the profits. No profits means no salary! One Victoria report said that some crew paychecks were boucing in June. Meanwhile, the competition also is suffering. Princess Cruises (the "Love Boat" ships) were below 90% occupancy for the first time since the 1960's in 1981; and have dropped over one-third from last year, according to some reports, as the economic downturn accelerates.

WAGE INCREASE LIMITS were made law by a bill passed Aug 4. VIA Rail told employees in a special September bulletin that the law requires the 9% wage increase negotiated for 1983 to be reduced to 6%. The 12% wage increase of Jan 1, 1982 remains in effect. For non-union employees, salary increases normally made on Jan 1 each year will be limited to 6% in 1983 and 5% in 1984.

CANADIAN PACIFIC RAIL has applied to abandon the St. Jerome to Mt. Laurier section of LE P'TIT TRAIN DU NORD's former line. Hearings will be held by the Canadian Transport Commission on Sep 23 and 24 (at Mt. Laurier, probably). The passenger train, discontinued by order of Transport Minister Pepin in Nov 1981, is the subject of a Supreme Court appeal by the Quebec government, so the case could become complicated. Transport 2000 will appear at the hearings.

URBAN-SUBURBAN TRANSIT

THE BART SYSTEM had its tenth anniversary on Sep 11, but publicly celebrated it on Sep 13 with a giant cake shaped like BART cars in the shape of a "10". The party was held at the Lake Merritt station at 9am and was attended by about 150 people. It was noted that BART patronage was 185,000 on Sep 13, compared to the figure of 12,000 on opening day in 1972 (see RTN #43). Service at the time the system opened was on only one line, the Richmond-Fremont line. BART Board president Eugene Garfinkle told the crowd that "As we move forward into our second decade of revenue service, we do so with great enthusiasm and confidence." Present at the celebration was BART's first general manager, Billy Stokes. DOT Secretary Drew Lewis and Governor Jerry Brown were both invited, but respectfully declined. In newspaper supplements just before the occasion, BART distributed a "Report to Owners" (shown at right) in which it summed up its accomplishments to date and its plans for the future. The BART Track Record table below, reprinted from its report, summarizes changes in its performance from 1975 to 1982.



BART track record

	1975	1982	% INCREASE
On-Time Performance	*46.0%	93.3%	+52.5%
Scheduled Runs Completed	90.0%	98.6%	+9.%
Annual Ridership (From July 1981 to July 1982, 53.3 million trips were made on BART.)	31,000,000	*56,000,000	+55.3%
Farebox Ratio (Indicates percent of BART operating costs paid by passenger fares.)	36.08%	45.15%	+9.07%

*estimate

Over the next five years, BART plans to buy up to 150 new C cars (see RTN #221), build a turnback and storage facility at Daly City, acquire a new integrated central control system and complete a subway track in downtown Oakland that will improve service thru the critical Oakland Wye corridor. Extensions of the system planned for the future (next 10-20 years) are as follows: Concord to Pittsburg/Antioch, 15 miles; Bay Fair to Pleasanton and Livermore, 22 miles; Fremont south to Warm Springs, 6 miles; Daly City to S.F. Airport extension (depends on cost-sharing arrangement with San Mateo County). BART will conduct a feasibility study this year on an extension from Richmond to West Contra Costa County areas such as Rodeo. Hercules. El Sobrante and Crockett.

CHICAGO SOUTH SHORE line now puts its deadhead movements into the July 3 timetable. Leave Michigan City Shops 5:10am, arrive South Bend 5:46am; Leave South Bend 7:35pm, arrive Randolph St. 9:43pm; also late service (except Monday): leave Randolph St. 12:45am, arrive Shops 2:15am.....

MBTA COMMUTER RAIL ridership has increased 9.3% in 1982, the first half of the year. The increase totals 427,761 riders on the 250-mile system. The Franklin branch had 18.3% increase, the highest of the system.....

UMTA AWARDED MBTA $14 million for rebuilding South Station into an intermodal transportation center. The money will be for the Greyhound-Trailways bus terminal over the tracks.....

PHILADELPHIA WATERFRONT TROLLEY operation was to begin in early September, with a 1.1-mile streetcar line on Delaware Avenue. The line extends from Benjamin Franklin bridge to Fitzwater Street, in the Penn's Landing area.....

SAN FRANCISCO'S CABLE CARS are the number two attraction of tourists to the city, according to a poll taken by the S.F. Convention and Visitors Bureau. The number one attraction is Fisherman's Wharf. The city's tourist industry is wondering what will happen with the cars out of operation for 20 months, and next summer's tourist season being entirely without them. There has been some criticism of the S.F. Muni system for not providing some good transportation alternative in their absence.....

METROPOLITAN TRANSIT AUTHORITY officials in the Houston area are apparently convinced that the public wants commuter trains there. In a series of public hearings an average of 75 people turned out this summer, and they all assumed that rail was the best alternative. What they talked most of was extending the system far enough north of the city. Transit authority officials there now feel that a heavy rail system can be built and can probably be financed without help from the Federal Government. About $1.35 to $1.6 billion is the amount estimated (in 1982 dollars) to build the system. A heavy rail system would probably tie into a downtown subway and with bus transitways on the Gulf and Katy freeways.....

CALTRAIN COMMUTE LINE between San Francisco and San Jose will be getting new cars. The Metropolitan Transportation Commission in late August approved a $50 million grant from UMTA to buy 48 new double-decker passenger cars for the line. Cars should be available in about 18 months. Plans are to operate the line in push-pull fashion. Bids are now being sought for the cars. Tracks also will be rehabilitated.....

THIS HANDY GUIDE TO AMTRAK'S EQUIPMENT WAS PUBLISHED BY AMTRAK THIS SUMMER:

AMTRAK MOTIVE POWER FLEET

DIESEL/ELEC.	SERIES	ACTIVE	STORED	GEARED MPH	HP	WT	WHL.ARRG.	YEAR/BUILDER	
F40PH	200-229	30	0	103	3000	259,000	B-B	1976	GM
	230-390	161	0	103	3000	262,000	B-B	1977-81	GM
P30CH	700-734	9	14	103	3000	386,000	C-C	1975	GE
SDP40 F	500-549	4	33	103	3000	396,000	C-C	1973-4	GM
BB/9	406-499	3	2	98	2400	337,000	A1A-A1A	1951-3	GM
FL9	480-491	6	11	89/103	1750	290,000	B-A1A	1957	GM
TOTAL		213	49						
ELECTRIC									
AEM7	900-946	47 *	0	125	7,000	201,500	B-B	1980-2	GM
E60CPSTM	950-955	0	6	120	6,000	387,000	C-C	1975	GE
E60CP HEP	956-975	16	4	120	6,000	366,000	C-C	1975	GE
METROLINER	800-809	35	26	120	1,250	168,000	B-B	1967	GE/W
TOTAL		98	36						

* FINAL UNIT TO BE DELIVERED JULY 82

SELF PROPELLED	SERIES	ACTIVE	STORED	YR/BLT
TURBOLINER				
POWERCAR	RTG 58-69		12	1974
	RTL 130-163	14	0	1976
INTERCOACH	RTG 80-97		18	1974
	RTL 170-198	21	0	1976
RDC		2	9	1981
	TOTAL	37	39	
MISC.				
MEP POWER CARS	485-496	2	10	1975-9
SWITCHERS				
RS-3	100-144	19	6	1953
SW1	720-748	13		1950
S2	744,40-42(wrc)	5	2	1950
GP7-9	760-783	24		1951
	TOTAL	63	8	
LEASED				
SPV 2000	989-999	12		1980
JERSEY ARROW		26		
NW2	NOUPT 1-3	2		1951
SW1	CR 8434-98	4		1950

AMTRAK PASSENGER CAR FLEET 7-1-82

AM FLEET I	SERIES	ACTIVE
AMCAFE	20000-20053	53
AMCLUB	20113-20146	28
AMDINETTE	20205-20236	32
AMCLUB	20670-20677	9
AMCOACH (84)	21000-21270	270
AMCOACH (60)	21800-21889	90
CAFE LOUNGE-GRILL	28300-28304	5
CAFE LOUNGE	28305-28307	3
TOTAL		490
AMFLEET II *		
AMCOACH (59)	25000-25124	125
AMCAFE	28000-28024	25
TOTAL		150
SUPERLINER		
COACH/BAG	31000-31047	48
SLEEPER	32000-32069	70
LOUNGE	33000-33024	25
COACH	34000-34101	102
DINER	38000-38038	39
TOTAL		284

HERITAGE **	SERIES	ACTIVE
BAGGAGE	1126-1379	149
BAG-DORM	1450-1630	24
SLUMBER	2050-2095	23
SLEEPER	2430-2997	84
LOUNGE	3100-3127	26
COACH (HDCP)	4000-4020	21
COACH	4600-4742	93
COACH HD (HDCP)	7000-7007	8
COACH HD	7600-7618	19
DINER	8500-8528	25
HL-TDC	39900-39938	37
HL-COACH	39940-39964	21
HL-LOUNGE	39970-39975	6
B.L. CAB CAR	9621-9624	4
B.L. CAFE	9600-9601	2
B.L. COACH	9615-9620	6
TOTAL		548

CON ST§AM	STORED
BAGGAGE	15
BAG-DORM	0
SLUMBER	0
SLEEPER	20
LOUNGE	4
COACH	22
DINER	2
HL TRANS DORM COACH	2
HL COACH	0
HL DINER	6
DOME LOUNGE	0
DOME COACH	0
TOTAL	69

* TOTAL OF AMFLEET II UNITS TO BE DELIVERED IN FY 82.

** TOTAL OF HERITAGE EQUIPMENT THAT WILL BE IN SERVICE END OF FY 82.

SHECK'S "AMTRAK 90" IS PUBLISHED

Amtrak can be transformed into an efficient, profitable operation within eight years. "Amtrak 90: A Route to Success" provides a detailed blueprint for the transformation. The document is the result of a three-year study by Dr. Ronald C. Sheck, a geography and planning professor at New Mexico State University.

Sheck described the "Amtrak 90" plan as "designed to meet two major goals" to show that the Amtrak system can become economically profitable and that it can become a passenger rail system that is national in deed as well as in name." Sheck contends implementation of the plan would eliminate government funding by 1990. "By contrast, maintaining the status quo would require more than $12 billion in subsidies just to cover the present level of service thru the year 2000."

According to Sheck, "The market for rail passenger service in the U.S. has been grossly underestimated and badly misinterpreted." He cites an unanticipated ridership increase from 16 million in 1971 to a present 22 million "on a system that experienced scant change" in either route miles or number of trains.

The study indicates a vast untapped rail passenger market if services were expanded to meet convenience, comfort and economic requirements. A three-step strategy is proposed: increase capacity of existing trains by adding cars, place additional trains in service on the present network and expand the network by linking existing terminals not now connected.

A capital investment requirement of $4.7 billion over eight years is projected to place Amtrak in profitable operations. The multi-phase plan includes acquisition of substantial numbers of passenger service cars (new and reburbished), additional locomotives of several types, and additional fixed base facilities thruout the U.S.

The $4.7 billion capital investment is cited as "less than the New York City Transit authority's capital investment program for the next five years" and "on a par with investment levels planned by British Rail..." The Amtrak improvement figure is also contrasted with $2 billion proposed by American High Speed Rail Corporation for a 125-mile-per-hour train between Los Angeles and San Diego.

By 1990 Amtrak's present 24,000 route miles would be expanded to nearly 39,000 serving 47 of the lower 48 states. Locations served could be increased from less than 500 to nearly 800 and an additional 35 million Americans would have the option of rail travel.

Sheck's study has been reviewed by a cross-section of individuals representing federal, state and private transportation interests. The 75-page executive summary will now be submitted to the Amtrak Board of Directors, federal DOT, state transportation authorities, trade publications and university-based transportation research centers.

Sheck completed his Ph.D. in 1961 at the University of Oregon. He joined the NMSU faculty in 1972 after teaching at Ohio State University. Publication credits reflect both his interest and expertise in urban transportation and intercity rail service. In 1979 he spent several months in Europe studying international urban transportation in border cities. He has been mentioned frequently as a possible nominee to the Amtrak Board of Directors.

REDISCOVERING THE LAKE SHORE LIMITED

by Walter Zullig, Jr.

My attendance at a conference in Cleveland provided a good reason to renew my acquaintance with the LAKE SHORE LIMITED, which operates on a good overnight schedule between New York and Cleveland in the westbound direction.

Accordingly, on June 15 I left my office at about 6:15pm, rode the elevator downstairs, and walked thru the passageway connecting our building with Grand Central Terminal to board No. 49. "What a civilized way to travel," I thought. No problems flagging down a taxi or worrying about traffic jams enroute to the airport.

Train 49 was immaculate and consisted of an FL9 locomotive, baggage-dorm car, slumbercoach, first class sleeper, four coaches, cafe-lounge, a diner and a deadheading Amcoach. I assume the Amcoach would have been used to handle local New York-Albany business had that been necessary. As it was, traffic was quite light on this Tuesday evening and the four 44-seat Heritage Fleet coaches were only about half-full.

As June 15 is one of the longest days of the year, nearly the entire ride up the Hudson River to Albany could be viewed during daylight. I couldn't help but remember the day in June, 1950 when my Dad took me on my first really long train ride. We had departed Grand Central at 4:00pm and I didn't leave the observation car until it was good and dark--around Utica about 5½ hours later!

About 5 minutes after the LAKE SHORE departed, a man in the first class sleeper ran up to the conductor, shouting, "Where's my family?" It seems the husband, wife and two children had tickets for Bedrooms B and C, but the wife and children didn't board. The man was calmed down by the crew and soon observed that his family probably would come along on the next day's train. During our 14-minute station stop at Croton-Harmon, engine 347 was added in front of the FL9; the lights went out briefly during this period.

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DIESEL/ELEC.	SERIES	ACTIVE	STORED	GEARED MPH	HP	WT	WHL.ARRG.	YEAR/BUILDER
F40PH	200-229	30	0	103	3000	259,000	B-B	1976 GM
	230-390	161	0	103	3000	262,000	B-B	1977-81 GM
P30CH	700-734	9	14	103	3000	386,000	C-C	1975 GE
SDP40 F	500-549	4	33	103	3000	396,000	C-C	1973-4 GM
BB/9	406-499	3	2	98	2400	237,000	A1A-A1A	1951-3 GM
FL9	480-491	6	0	80/103	1750	390,000	B-A1A	1957 GM
TOTAL		313	49					
ELECTRIC								
AEM7	900-946	47 *	0	125	7,000	201,500	B-B	1980-2 GM
E60CPSTM	980-988	0	6	120	6,000	387,000	C-C	1975 GE
E60CP HEP	956-975	16	4	120	6,000	366,000	C-C	1975 GE
METROLINER	600-889	35	26	120	1,250	168,000	B-B	1967 GE/W
TOTAL		98	36					

SELF PROPELLED	SERIES	ACTIVE	STORED	YR/BLT
TURBOLINER				
POWERCAR	RTG 58-69		12	1974
	RTL 150-163	14	0	1976
INTERCOACH	RTG 80-97		18	1974
	RTL 170-198	21	8	1976
RDC		2	9	1981
	TOTAL	37	29	
MISC.				
HEP POWER CARS	488-496	2	10	1975-9
SWITCHERS				
RS-3	100-144	19	6	1952
SW1	720-748	13		1950
S2	746,40-43(wrc)	5	2	1950
GP7-9	760-783	26		1951
	TOTAL	63	8	
LEASED	SPV 2000 989-999	12		1980
	JERSEY ARROW	26		
	NW2 NOUPT 1-3	3		1951
	SW1 CR 8434-98	4		1950

* FINAL UNIT TO BE DELIVERED JULY 82

AMTRAK PASSENGER CAR FLEET 7-1-82

AM FLEET I	SERIES	ACTIVE
AMCAFE	20000-20053	53
AMCLUB	20113-20146	28
AMDINETTE	20205-20236	32
AMCLUB	20670-20677	9
AMCOACH (84)	21000-21270	270
AMCOACH (60)	21800-21899	90
CAFE LOUNGE-GRILL	28300-28304	5
CAFE LOUNGE	28305-28307	3
TOTAL		490
AMFLEET II *		
AMCOACH (59)	25000-25124	125
AMCAFE	28000-28024	25
TOTAL		150
SUPERLINER		
COACH/BAG	31000-31047	48
SLEEPER	32000-32069	70
LOUNGE	33000-33024	25
COACH	34000-34101	102
DINER	38000-38038	39
TOTAL		284

HERITAGE **	SERIES	ACTIVE
BAGGAGE	1126-1379	149
BAG-DORM	1450-1630	24
SLUMBER	2050-2095	23
SLEEPER	2430-2997	84
LOUNGE	3100-3127	26
COACH (HDCP)	4000-4020	21
COACH	4600-4742	93
COACH HD (HDCP)	7000-7007	8
COACH HD	7600-7618	19
DINER	8500-8528	25
HL-TDC	39900-39938	37
HL-COACH	39940-39964	21
HL-LOUNGE	39970-39975	6
B.L. CAB CAR	9621-9624	4
B.L. CAFE	9600-9601	2
B.L. COACH	9615-9620	6
TOTAL		548

CON ST[illegible]	STORED
BAGGAGE	15
BAG-DORM	0
SLUMBER	0
SLEEPER	20
LOUNGE	4
COACH	22
DINER	2
HL TRANS DORM COACH	2
HL COACH	0
HL DINER	6
DOME LOUNGE	0
DOME COACH	0
TOTAL	69

* TOTAL OF AMFLEET II UNITS TO BE DELIVERED IN FY 82.

** TOTAL OF HERITAGE EQUIPMENT THAT WILL BE IN SERVICE END OF FY 82.

SHECK'S "AMTRAK 90" IS PUBLISHED

Amtrak can be transformed into an efficient, profitable operation within eight years. "Amtrak 90: A Route to Success" provides a detailed blueprint for the transformation. The document is the result of a three-year study by Dr. Ronald C. Sheck, a geography and planning professor at New Mexico State University.

Sheck described the "Amtrak 90" plan as "designed to meet two major goals" to show that the Amtrak system can become economically profitable and that it can become a passenger rail system that is national in deed as well as in name." Sheck contends implementation of the plan would eliminate government funding by 1990. "By contrast, maintaining the status quo would require more than $12 billion in subsidies just to cover the present level of service thru the year 2000."

According to Sheck, "The market for rail passenger service in the U.S. has been grossly underestimated and badly misinterpreted." He cites an unanticipated ridership increase from 16 million in 1971 to a present 22 million "on a system that experienced scant change" in either route miles or number of trains.

The study indicates a vast untapped rail passenger market if services were expanded to meet convenience, comfort and economic requirements. A three-step strategy is proposed: increase capacity of existing trains by adding cars, place additional trains in service on the present network and expand the network by linking existing terminals not now connected.

A capital investment requirement of $4.7 billion over eight years is projected to place Amtrak in profitable operations. The multi-phase plan includes acquisition of substantial numbers of passenger service cars (new and reburbished), additional locomotives of several types, and additional fixed base facilities thruout the U.S.

The $4.7 billion capital investment is cited as "less than the New York City Transit authority's capital investment program for the next five years" and "on a par with investment levels planned by British Rail..." The Amtrak improvement figure is also contrasted with $2 billion proposed by American High Speed Rail Corporation for a 125-mile-per-hour train between Los Angeles and San Diego.

By 1990 Amtrak's present 24,000 route miles would be expanded to nearly 39,000 serving 47 of the lower 48 states. Locations served could be increased from less than 500 to nearly 800 and an additional 35 million Americans would have the option of rail travel.

Sheck's study has been reviewed by a cross-section of individuals representing federal, state and private transportation interests. The 75-page executive summary will now be submitted to the Amtrak Board of Directors, federal DOT, state transportation authorities, trade publications and university-based transportation research centers.

Sheck completed his Ph.D. in 1961 at the University of Oregon. He joined the NMSU faculty in 1972 after teaching at Ohio State University. Publication credits reflect both his interest and expertise in urban transportation and intercity rail service. In 1979 he spent several months in Europe studying international urban transportation in border cities. He has been mentioned frequently as a possible nominee to the Amtrak Board of Directors.

REDISCOVERING THE LAKE SHORE LIMITED

by Walter Zullig, Jr.

My attendance at a conference in Cleveland provided a good reason to renew my acquaintance with the LAKE SHORE LIMITED, which operates on a good overnight schedule between New York and Cleveland in the westbound direction.

Accordingly, on June 15 I left my office at about 6:15pm, rode the elevator downstairs, and walked thru the passageway connecting our building with Grand Central Terminal to board No. 49. "What a civilized way to travel," I thought. No problems flagging down a taxi or worrying about traffic jams enroute to the airport.

Train 49 was immaculate and consisted of an FL9 locomotive, baggage-dorm car, slumbercoach, first class sleeper, four coaches, cafe-lounge, a diner and a deadheading Amcoach. I assume the Amcoach would have been used to handle local New York-Albany business had that been necessary. As it was, traffic was quite light on this Tuesday evening and the four 44-seat Heritage Fleet coaches were only about half-full.

As June 15 is one of the longest days of the year, nearly the entire ride up the Hudson River to Albany could be viewed during daylight. I couldn't help but remember the day in June, 1950 when my Dad took me on my first really long train ride. We had departed Grand Central at 4:00pm and I didn't leave the observation car until it was good and dark--around Utica about 5½ hours later!

About 5 minutes after the LAKE SHORE departed, a man in the first class sleeper ran up to the conductor, shouting, "Where's my family?" It seems the husband, wife and two children had tickets for Bedrooms B and C, but the wife and children didn't board. The man was calmed down by the crew and soon observed that his family probably would come along on the next day's train. During our 14-minute station stop at Croton-Harmon, engine 347 was added in front of the FL9; the lights went out briefly during this period.

At 7:45, after the Harmon departure, I decided it was time for dinner in the diner. This train was made up in a somewhat unusual manner, in that the diner was at the very rear rather than between the coaches and the sleepers. The service was excellent with two attendants and one "chef", and the Mixed Seafood Americana was tasty--certainly not gourmet food, but served courteously and in attractive surroundings. The steward made several PA announcements about the dining car.

Our Albany arrival was four minutes early, and there was ample time to explore the new station there during the switching moves. The difference between the old station, a cheap building erected by Penn Central about 1968, is as between night and day. The new building is just south of the old one and features a large waiting room with comfortable seats, a modern ticket and baggage counter, paved parking lot and a wide driveway so the local transit buses can drive right up to the door. The station also has a nice restaurant, "The Renn Depot", which is decorated with railroad posters and photographs.

During the Albany layover, our F40 and FL9 were replaced with two F40's, the rear Amcoach was removed, and three Heritage coaches, a 10-6 sleeper, Amcoach and mail car from the Boston section were added. Soon the radio crackled, "Rensselaer Stationmaster to Number 49--it's approaching 10:10 and you may depart on time." Two toots and we were off. After Albany the slumbercoach had eleven single and three double rooms occupied, the New York sleeper had sold seven roomettes and four bedrooms, and the New York coaches were about half full. The Boston cars appeared more crowded.

After a drink in the cafe-lounge car, I drifted off to sleep and remember only the on-time departure from Utica at 11:55pm. The following morning I woke up at 6:00am to find that the beautiful clear day had changed to rain. Breakfast was had in the cafe-lounge, since the diner doesn't open until 7:00. I was surprised to learn that the lounge had been ex-PRR parlor car "Paul Revere"; Amtrak certainly has done a magnificent job rebuilding these cars.

NEW NEW YORK CENTRAL
The Scenic Water Level Route

The ride during the night had been fast and smooth and we arrived Cleveland at 7:15, a mere three minutes late. About 20 people detrained and 75 boarded enroute to such points as Toledo and Chicago. Here the "civilized way to travel" ends, since Amtrak does not use Cleveland Union Terminal but a new station erected at the lakefront. Taxis are difficult to come by, and while waiting for one along with other passengers I noticed several local buses pass by the property entrance. One could walk to the bus stop, but not with luggage and certainly not in the rain. As my conference was in the Terminal Tower complex, I soon reached it by cab and began the day's activities.

This was my first visit to Cleveland since 1966, and I was impressed with the beautifulrestoration of the Terminal Tower. The north end of the rail area is occupied by the Greater Cleveland Regional Transit Authority's heavy rail rapid and light rail "Shaker Rapid" facilities. The remaining part is devoted to parking, which patrons reach via the former train gates which remain intact along with many other features of the Terminal. Moreover, the entire rail right-of-way east and west of the complex appears to have been preserved so Amtrak could use the facility again should conditions warrant.

My return trip to New York the following evening was by air due to schedule requirements. It is nearly as convenient to reach the plane in Cleveland as the train in New York due to the direct rapid transit connection between downtown and the airport. I only had to go downstairs from the hotel to the Terminal, board a GCRTA train, and reached the airport 25 minutes later. Perhaps some day it again will be possible to enter one of the adjacent train gates, board a train at the Terminal and arrive in New York the following morning.

★ SAVING THE DOME CARS

A bone of contention for some years between rail supporters and Amtrak has been the disposition of Amtrak's dome cars. With the head-end power program begun and now nearly terminated, would the domes be HEP-ed or would they be sold and scrapped? Now it has been revealed that Amtrak wants to save at least some of the domes, for plans are to HEP seven of the cars for use on two non-Western trains: the CAPITOL LIMITED and the CITY OF NEW ORLEANS. NARP said that deployment of the cars would probably be by next spring. Amtrak confirmed that the plan is under active consideration. It must be okayed by the Board of Directors, and the earliest possible time that could be done is late October, for the matter is not on the agenda of the September Board meeting. Amtrak said that one dome coach was sent east to Washington for clearance tests.

Use of domes on Eastern Amtrak trains 10 years ago: dome coach on No. 98, the GEORGE WASHINGTON connection to Newport News runs thru Lee Hall VA in March, 1972. Dome is probably GN 1332, 1333 or 1335. Photo by Doug Ellis.

Amtrak is not presently using its dome cars anywhere in the system. With the completion of the re-equipping of Western trains with Superliner cars, all domes operating on those trains were put to rest. Rail supporters have frequently suggested that Amtrak HEP its domes and place them on Western trains in conjunction with Superliner cars, in the manner in which Santa Fe used a dome lounge on the SUPER CHIEF, while the forward cars, of the EL CAPITAN, were double-decker Hi-level cars. It has not been unusual for Amtrak to employ low-level and Superliner cars in a single trainset on some Western trains.

★ HAMMOND STATION OPENS; BENJAMIN DIES

Amtrak's brand new Hammond-Whiting, Indiana station opens for service on Sep 12. A dedication ceremony was planned for Sep 11, but has been postponed because of the death on the previous weekend of Congressman Adam Benjamin of Indiana. Benjamin was Chairman of the House Appropriations Subcommittee, and one of Amtrak's strongest supporters in Congress. He had worked hard to get the Hammond station. Upon Benjamin's death, Amtrak President Graham Claytor said: "He will be remembered as a dedicated public servant in the truest sense of the meaning. His death is a loss for the entire transportation industry and for the nation because Mr. Benjamin provided the leadership that was necessary for progress. There was no better friend of Amtrak in the U.S. Congress." NARP said that William Lehman of North Miami Beach, Florida is next in line for the chairmanship of the Subcommittee, and that he had worked hard and successfully for rail transit in the Miami area.

Amtrak was to hold an open house on Sep 11 with Superliner and Heritage Fleet cars on display. It was not known whether the open house also was postponed. The new station is at 1135 Calumet Avenue and is Amtrak's 499th station.

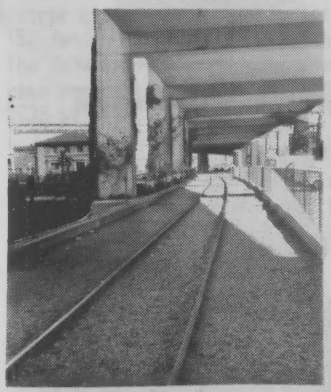
SAN FRANCISCO CLOSES DOWN ITS CABLE CARS FOR REBUILDING AND PLANS OTHER IMPORTANT RAIL TRANSIT CHANGES

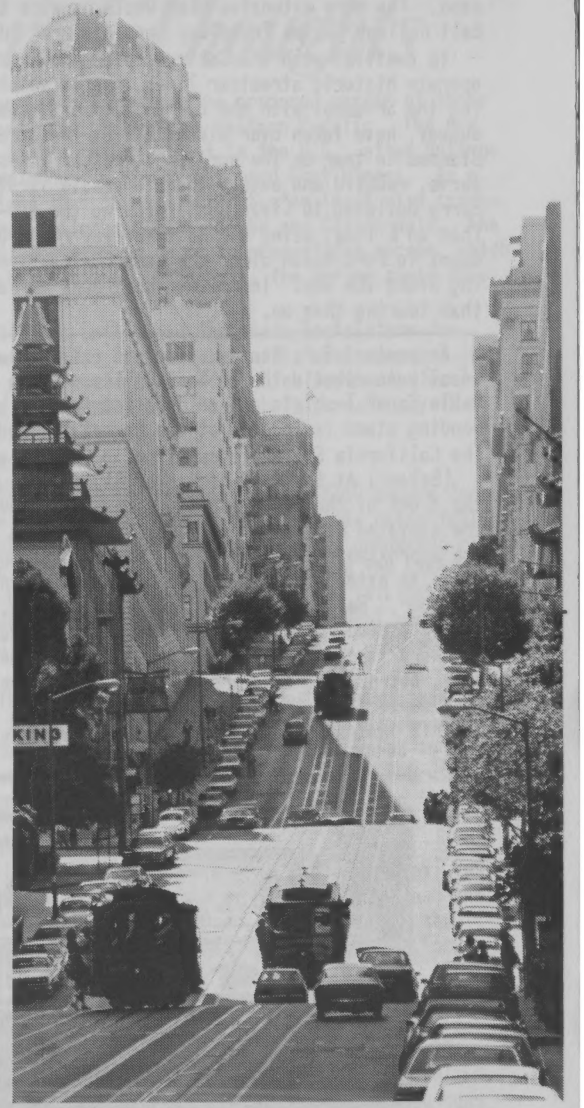
San Francisco is a city pretty well-served by numerous Muni Railway lines (most of them are buses, of course, despite the system's name) and by a most varied assortment of vehicles. But rather important changes are being planned that should make getting into and around the city even easier, especially for commuters and tourists.

The entire cable car system is being shut down Sep 20 so that the wearing-out infrastructure--the cables--can be rebuilt. The cars, which are not only important tourist attractions, but also much used by residents, will be gone until the start of the summer tourist season of 1984. The city has a Federal grant for the work to be done, and is also raising local money. UMTA is putting $21.5 million into this project. The cable car barn will be rebuilt, and trackways will be rebuilt on California, Hyde, Powell, Mason and Washington Streets, replacing conduits, sheaves, pulleys, turntables and rails.

The confluence of transit lines on lower Market Street (see photo below) is dense, and soon to be added to those existing is a rail line connecting with the Caltrain (SP) commute line from San Jose, the terminus of which is presently 4th and Townsend Streets. Caltrans wants to establish such a connection immediately (by mid-November) by extending three daily roundtrips to lower Market Street, near the Ferry Building. Caltrans's longer-range plan is to bring all trains close to Market Street, to a new facility near the Trans-Bay Terminal, which (see page 14)

PHOTO CAPTIONS: (top, p.12:) A typically loaded Powell St. cable car descends Powell toward Market. (bottom, p.12:) Market St. terminus of California St. cable car line. In background, with clock, is Ferry Bldg. Cutting in front of it, partially behind trees, is Embarcadero Freeway. Somewhere in center of photo is an entrance to BART Embarcadero Station. (right:) California St., with two descending and one ascending cable cars. (below:) Belt Line Railway tracks beneath Embarcadero Freeway near Market St. intersection. In this vicinity Caltrain commute line would terminate. Bay Bridge is in left background. (bottom:) Market St. looking towards Ferry Bldg in background. Muni PCC car runs on surface. RTN photos.





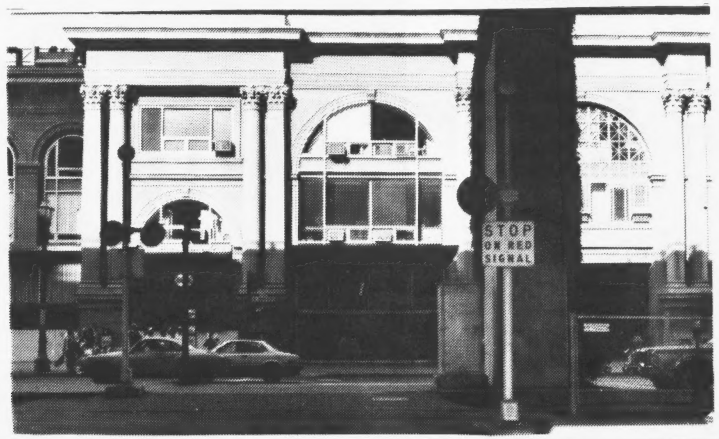
is on Mission Street, a block away from Market. The November move would use the tracks of the Belt Railway along the Embarcadero from the SP depot at 4th & Townsend. The more extensive plan would require some new tracks to be laid from the Belt Railway to the Trans-Bay Terminal area (possibly to Rincon Annex).

In conflict with the Caltrans plan, however, is the S.F. Muni's own plan to operate historic streetcar lines, one of which would itself do the job of connecting the SP depot with the Ferry Building. The new LRVs, running in the Market St. subway, have taken over almost all of the streetcar operations, and it had been planned to tear up the surface streetcar lines there. The latest idea is to preserve, rebuild and extend them to create first a "Market St. Shuttle" from the Ferry Building to Civic Center (using the now-superseded PCC cars), the F line. Then an E line, using the Belt Railway right-of-way, would operate from the SP depot to Fort Mason along the Embarcadero, meeting the F line at the Ferry Building along the way. Improving the tracks on Market St. would cost not much more than tearing them up.

As part of S.F. Muni's effort to raise money locally to rebuild the cable car lines, "Save the Cable Cars" T-shirts are sold to tourists. This vending stand is located at the Market St. end of the California St. cable car line.

(Below:) At the foot of Market St., looking at the front of the Ferry Building, in the shadow of the elevated Embarcadero Freeway. This would be the approximate terminus of the trains Caltrans wants to extend from the SP depot, starting in November. Belt Line tracks are in foreground. Pillar behind railroad flasher supports freeway. Planners for many years have tried to have the ugly, obtrusive freeway removed, and now there is more support for that plan than ever before.

(All photos were taken on Sep 4. Photos by RTN.)



Whichever plan wins out, Muni's or Caltrans's, travel by public transit into and around San Francisco is going to be better in the near future. But why not a combination of the two plans? Why not run the Caltrains to the Ferry Building and from there run streetcars to Fort Mason? We will be following with great interest this almost-unprecedented rebuilding and rededication of San Francisco's commuter rail lines.

Mixed Train of Thoughts

INTERSTATE COMMERCE COMMISSION on Sep 13 approved the proposed merger of three railroads: the Union Pacific, Missouri Pacific and the Western Pacific. The new railroad, 22,707 miles long, would be the third largest in the U.S., after Bulington Northern and the CSX Corporation (Chessie System-Seaboard Coast Lines). As a condition for merger, the ICC required that "Pacific Rail System Inc." give trackage rights in certain places to other railroads: Katy, D&RGW and Cotton Belt. The Southern Pacific immediately said it would go to court to prevent the merger, which it believes is illegal under a 19th Century law. Otherwise, the merger could take place about Nov 20.....

LOS ANGELES TIMES in a Sep 1 editorial criticized the state legislature for exempting the proposed L.A.-San Diego Bullet Train from a state environmental impact study. It noted that a state study could be done in a few months and would satisfy federal requirements, while a federal study, "done by a bureaucracy that night not care at all", could take much longer.....

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AMTRAK'S HAMMOND STATION in Indiana, its 499th station, covers 2240 square feet and serves a Lake County population of about 523,000. The station is being fully staffed and is expected to handle about 37,000 passengers annually, producing revenue for Amtrak of about $1 million. Trains serving the station are the LAKE SHORE LIMITED, BROADWAY LIMITED, CAPITOL LIMITED, WOLVERINE, LAKE CITIES, TWILIGHT LIMITED, BLUE WATER LIMITED, the two week-day commuter trains, the CALUMET and INDIANA CONNECTION, and the tri-weekly CARDINAL. It will be a busy station. Now which station will be number 500?.....

SENATE APPROPRIATIONS SUBCOMMITTEE on Transportation on Sep 13 recommended an Amtrak Fiscal '83 appropriation of $735 million, the same amount as the current, FY '82 funding level but lower than the $788 million that the House approved in August. The full Senate Committee may be considering the bill a little later. There had been rumors that the Administration might try for an amount somewhat less than the $735 million.....

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NEWEST STATE ASSOCIATION of railroad passengers is DARPA, the Dakota Rail Passenger Association, an affiliate of the National Ass'n of RR Passengers, and the 36th state affiliate of NARP. Its president is Jim Larson, a professor at the University of North Dakota. Mailing address of DARPA is PO Box 91, Grand Forks ND 58201.....

AMFLEET II CARS in Amtrak's fleet numbered 78 at the end of August; the whole order is for 150 of the Budd-built cars. Amtrak said the quantity delivered to date enables it to replace all conventional coaches and lounges on the SILVER STAR and SILVER METEOR. The cars will be phased in next on the BROADWAY LIMITED...

AMTRAK'S INTERNATIONAL SALES increased 37% so far this year, compared to 1981, said VP-Sales Jim Callery in August. He announced that he was stepping up international sales efforts even further. Heading a new international promotional and marketing effort are Eric von Schilgen, Senior Director of Sales Development, and Mary LaBahn, recently named Manager of International and Intermodal Sales. The Amtrak display at Las Vegas, mentioned elsewhere in these pages, is part of that effort--part of the Discover America International Pow Wow staged by the Travel Industry Ass'n of America and the U.S. Travel & Tourism Administration.....

MORE SCHEDULE CHANGES for Oct 31: A thru Superliner sleeper will be introduced to run Chicago-Ogden-Seattle on the SAN FRANCISCO ZEPHYR and PIONEER. New station stops beginning will be Ephrata WA, Selma NC, and Montgomery WV, and Picayune MS will replace Poplarville MS.....

SOME SCHEDULE SHORTENING will come about with the Amtrak Oct 31 time changes. On that date, when the country goes onto Daylight Saving Time, the New York-Albany running times will be shortened by from 7 to 16 minutes. Ten minutes will be cut from the schedule of the CAPITOL LIMITED, and the times of the New York-Florida runs will be reduced from 26 to 46 minutes.....

FLORIDA BULLET TRAIN is a "fantasy", said business columnist Larry Birger in the Miami Herald on Aug 30. Birger said there's not enough population in Florida to support such a train. Quote: "Obviously, a bullet train would be a vast improvement over Amtrak. But Americans thought so little of train travel last year that only 20.6 million of them rode the entire Amtrak system. And that was a dip of 600,000 passengers from 1980." It's true that there was a little dip in number of passengers in 1981, when the recession was beginning, but the number of passenger miles increased, and that is the important figure, meaning for one thing more income for Amtrak. Birger is also in error in blaming the demise of Auto-Train on the public's lack of acceptance of it. The reason for Auto-Train's failure was corporate mismanagement, and any Florida business columnist worth his salt should be well aware of that.....

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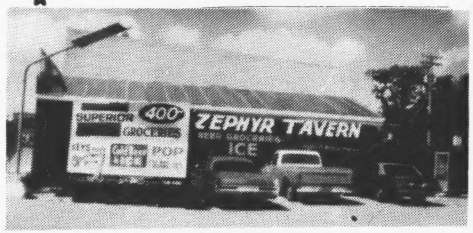
THE ZEPHYR TAVERN and "400" grocery store sign shown here arrived in our mail coincidentally about the same time as Jim Scribbins's book, "The 400 Story" (reviewed on page 2. Scribbins's book carries a picture of a tavern named after the "400" trains, and here is another for the collector of "400" business names, this one being in Council Bluffs, Iowa.....



"THE REAL PEOPLE" TV program will have its debut on Sep 22 as reported earlier, with the first program a 90-minute film done on the SUNSET LTD and EAGLE.....

RECENT LABOR AGREEMENTS with Amtrak included the establishment of a Joint Management Productivity Council. The council had its first meeting on Aug 31 in Washington, and made preparations to draft by-laws and elect a chairman.....

AMTRAK POLICE DEPARTMENT'S public education program on the dangers of trespassing in the Northeast Corridor has "greatly decreased" injuries and deaths of trespassers there since 1977, Amtrak said this month. Uniformed Amtrak officers make presentations in schools, including an "impressive" 12-minute film called "No Second Chance." The number of school kids involved in such accidents has dropped two-thirds since 1976. Next month the police department is coming out with a new, updated film.....

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QUESTION MOST ASKED of RTN recently is "How is the SPIRIT OF CALIFORNIA doing?" The train has been running two sleeping cars in the summer. July ridership was 8474, as given in the ridership figures on page 21. August figures are not yet available. The July ridership averages 137 passengers per train. That compares to the SAN JOAQUIN's 149 per train and the SAN DIEGANS' 267.....

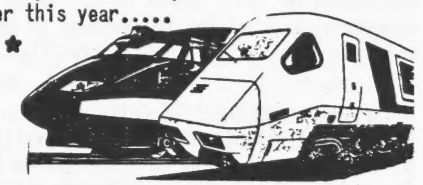
MOVE-TO-CINCINNATI Union Terminal (short-term) plans have been scrapped by Amtrak, NARP reported this month. Amtrak told NARP in a letter that it will make a detailed reevaluation of where the Cincinnati station should be if Amtrak implements a Chicago-Cincinnati corridor.....

LAKE SHORE LIMITED rider in late summer reported sagging seat cushions in the Heritage Fleet coaches, and one of the cars had a foul odor. The diner was at the head of the train, making a long walk for passengers from the sleeper at the rear.....

THE NORTH STAR had its last run on Labor Day, Sep 6. Because of the holiday weekend and the publicity surrounding the train's demise, the last few runs were virtually sold out. On Sep 4 there were 530 passengers, according to the conductor's on-board count. On Sep 5 there were 429 on train 9 and over 500 on #10. There were about 530 on the last day, with the train carrying six 84-seat Amcoaches and one Amcafe. Supporters want to keep the train running on weekends, Fri-Sun, thru Oct 17, when the tourist season for fall color in the Duluth area will have about ended. However, the train's equipment deadheaded to Chicago on Sep 10 behind the EMPIRE BUILDER, train 8. A Duluth entrepreneur, Jeno Paulucci, founder of Jeno's, Inc., a manufacturer of frozen Italian food and pizza, volunteered to donate $25,000 to help the train keep running for the rest of this year. However, Gov. Al Quie seems dead set against the train and is blaming Amtrak for the train's deficits running up too high earlier in the year. Senator James Ulland, who supports the train, believes that the 1983 legislature should arrange some more permanent funding for it, rather than letting it run from "crisis to crisis." Amtrak has been hard at work to try to find any "extra money" in the train's account that might help it keep running longer this year.....

★ ★ ★

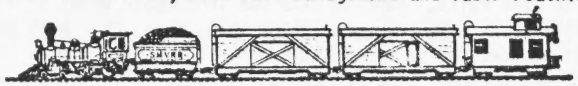
FRENCH TGV TRAIN and British HST both appear in this attractive drawing in ads of Flagler Federal Savings and Loan Association in Florida, as reported last issue.



HAMMOND STATION OPENING resulted in a new schedule folder being published by Amtrak, dated Sep 7-Oct 30. This is Form A Supplement 2, printed in an edition of 200,000. It lists the schedules of all trains serving the Hammond IN station, and also gives new schedules of some Michigan trains. The MICHIGAN EXECUTIVE has been cut back to run only Ann Arbor-Detroit (and not vice versa). The BLUE WATER LIMITED now leaves Chicago at 4:10pm and reaches Port Huron at 11:30pm; it leaves Port Huron at 6:15am and reaches Chicago at 11:37am. The TWILIGHT LIMITED now leaves Detroit at 5:25pm and arrives Chicago at 10pm.....

INTERSTATE COMMERCE COMMISSION on July 28 approved Timothy Mellon's application to acquire the Delaware & Hudson Railway. The 40-year old Mellon already owns the Boston & Maine and the Maine Central and hopes to combine the three railroads into a 4000-mile New England carrier, stretching from Montreal to Washington DC and from Calais ME to Buffalo.....

A RAILROAD STRIKE could begin after mid-September, but the belief in Washington is that it will be avoided, with rail management and labor reaching an agreement...



THIS LITTLE TRAIN of the Santa Maria Valley Railroad might appear in a postal cancellation in Santa Maria CA on Sep 18 and 19, honoring the centennial of the area's founding, in conjunction with Cencopex 82 philatelic exposition.....

BOARD OF DIRECTORS of Amtrak was to meet in Washington on Sep 15 for its regular monthly meeting. On the agenda were just two Commitment Approval Requests: for commissary relocation in Los Angeles, and Hartford Union Station Transportation Center.....

REPLACING WOODEN TIES with wooden ties in the NE Corridor is being done this month along a 10-mile stretch of track east of Harrisburg PA. Amtrak's TLS, or Track Laying System, is using wooden ties instead of concrete for the first time. The ties are recycled ones from elsewhere in the Corridor, with about 20% new ties added. Recycled ties not relaid are sold for landscaping and other uses.....

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NEW YORK STATE Dept. of Transportation announced on Sep 9 that it is completing arrangements with the FRA for a grant agreement under which the FRA will contribute half of an estimated $700,000 total cost for a comprehensive ananlsys of the long-term needs and capacity for rail passenger service in the Empire Corridor. DOT will provice in-house services and consultants' fees as its share of the cost. Purpose of the study is three-fold: (1) to provide support to Amtrak in its endeavor to connect Empire Services with NE Corridor services at Penn Station; (2) to extend existing high speed rail services from Hoffman's, Schenectady County, to Depew, Erie County; and (3) to enhance a feasibility study for a "French TGV-type" high-speed rail service from Montreal to Albany and New York now being conducted by French and Canadian engineers. The study is to be completed within two years.....

GRADE CROSSING ACCIDENTS involving Amtrak trains decreased by 10% in the first six months of 1982, Amtrak said. Since 1978, the number has dropped 30%. Amtrak attributed much of the improvement to the National Safety Council's "Operation Lifesaver", a national public education program.....

★ ★ ★

SPECIAL COMMEMORATIVE COINS made for the 100th anniversary celebration of the Pensacola & Atlantic Railroad are available from the Corporate Communications Office of Family Lines Railroad System (500 Water St., Jacksonville FL 32202). The coin costs $3 each, or $5 made into a necklace chain. Numbers are limited. The coin is pictured below.....

THE SILVER PALM is reportedly the name chosen for the planned Amtrak Miami to Tampa FL 403-B train which is scheduled to begin running Nov 20. The train is initially to use two equipment sets of one F40 locomotive, two 59-seat Amfleet II coaches and one Amfleet II cafe-lounge, drawn from the Florida SILVER METEOR-SILVER STAR equipment pool.....

WESTBOUND SANTA FE FREIGHT the morning of Aug 17 derailed some piggyback cars on the 3rd District bridge over the Los Angeles River (milepost 143.4), blocking the SAN DIEGAN route. Nos. 571, 572, 573, 574 and 576 all detoured over about 4 miles of freight-only UP track between L.A.'s Mission Tower and Hobart Tower along the east bank of the L.A. River. At Hobart Tower a transfer track was used to return the trains to home rails. Running time was lengthened about 14 minutes.....

SANTA FE FREIGHT on July 25 became disabled at La Verna CA. With the 2nd District tied up, it was decided to run #3, the SOUTHWEST LIMITED, over the freight-only 3rd District via Corona. (The 3rd Dist. is freight-only between San Bernardino and Fullerton; the SAN DIEGANS operate over the portion between Fullerton and L.A.) No. 3 made a special stop at Fullerton to drop off passengers bound for San Diego and intermediate points. The 2nd District was cleared in time for the eastbound DESERT WIND #36 to run its normal route between L.A. and San Bernardino.....

"A BULLET TRAIN in Florida's future?" asks an illustrated article in Florida Trend magazine (July issue), by Thomas J. Billitteri. The article is a well-done, objective and factual account of progress and planning to date on Florida's proposed Bullet Train..... LEWIS M. PHELPS, formerly P.R. director for Norfolk Southern Corp., takes over as VP-Public Relations for SP on Sep 15, James Shea retiring.....

"THE PANIC BOX" will appear again next issue.
News in this issue is updated thru September 14, 1982.

THE TWO SLUMBERCOACHES being purchased by Amtrak to be HEP-ed (see last issue) are owned by Ross Rowland's High Iron Company. Mr. Rowland is a member of the Amtrak Board of Directors. The two cars are not MoPac 16-10's, as we indicated last issue; they are former B&O cars, 24-single room, 8-double room layouts. The 7701 "Slumberland" and the 7702 "Dreamland" were built in 1958 for the COLUMBIAN. The MoPac had only one slumbercoach, the "Southland", built in 1959 for use (along with three other B&O slumbercoaches built the same year by Budd) on the NATIONAL LIMITED and TEXAS EAGLE. These four cars were sold to the Northern Pacific in 1964, then to Amtrak. The 7701 and 7702 were retired and sold to Rowland in 1969 and 1970 respectively. The cars will probably be renumbered Amtrak 2057 and 2058. Thanks to Jon Clark for this information.....

GOVERNOR OF TENNESSEE, Lamar Alexander, wrote to reader John Morris of Sacramento CA, who had inquired how one could reach the World's Fair in Knoxville by train. Said Alexander, "Unfortunately, there is no passenger train service to Knoxville. But I believe you will be amply rewarded if you choose to fly, drive or take a bus to the Fair. It is simply great and a unique opportunity for all of us".....

LAS VEGAS, NEVADA had an Amtrak display of three Superliner cars--coach, sleeper and Sightseer lounge car--on Sep 12. The cars were open to the public at a rail siding near Alta Avenue and Discovery Way, about a mile from the Amtrak station, which is in the Union Plaza Hotel.....

WESTERN WASHINGTON STATE FAIR in Puyallup WA will be served during the period Sep 11-26 by two southbound trains, the COAST STARLIGHT and the MOUNT RAINIER, and three northbound ones, the above two and the PIONEER. The trip from Seattle takes 40 minutes. Northbound the stops are at 11:02am, 5:42pm and 8:42pm. No reservations are required, even on the all-reserved STARLIGHT. One-way fare is $3, or $5 roundtrip.....

★ ★ ★

THE ORIENT EXPRESS'S return (in May 1982 as the VENICE SIMPLON ORIENT EXPRESS) is chronicled interestingly in a 2-page article in Time magazine (Aug 30 issue). The train ("the longest passenger train in all Europe") now runs year-round on a regular schedule London-Venice (passengers board a ferry across the Channel and the rail cars do not cross). The carefully-restored trains are owned by Sea Containers Group of London (headed by an American, James B. Sherwood), which underwrote the costs of bringing back the fabled international service. The article notes that the train's occupancy rate has been 80%, so that the company should have earned back its investment in four years. The 926-mile trip takes 24 hours. October runs are sold out, and service has been increased from twice-weekly to tri-weekly.....

RICHMOND, CALIFORNIA AMTRAK station was staffed for ticket sales for the first time on Sep 7. Hours are 7am to 10pm daily. Ten trains daily stop there.....

CHESSIE SYSTEM RAILROADS have donated $11,000 to the C&O Historical Society's newly-opened archives at Christopher Newport College in Newport News VA. Hays T. Watkins, Chairman of the Board of CSX Corporation, recently announced the grant, commenting, "I am a dedicated railfan".....

LONGEST POSSIBLE TRIP a rail traveler could make on Amtrak's "Anywhere Fare" would be, according to Amtrak, a Miami-Seattle roundtrip. That would be over 10,000 miles, traveling one way via New York and Chicago and returning from Seattle via Los Angeles, New Orleans and Washington DC. The trip would cost $983 in individual trip segments, but only $225 on the Anywhere Fare--a saving of $758. During the first month of the fare--August--over 16,000 passengers bought tickets totalling over $3.7 million. Under the Anywhere Fare, a child goes for $112.50, the only discount allowed. The $225 fare is valid thru Oct 30, and sleeping accommodations can be purchased in connection with it.....

PORTLAND, OREGON STATION now has a new four-hour Gray Line city tour operating out of it, leaving at 9:30am daily.....

CARS & CONSISTS

*CRESCENT, train 19, New York Aug 4: engine 965; cars 1371, 1623, 4649, 4738, 4711, 4631, 4635, 4733, 4633, 3108, 8506, 2449, 2884, (off at Washington:) 20013, 21230, 3103, (Atlanta-New Orleans:) SR business car 7.

*CITY OF NEW ORLEANS, train 58, New Orleans Aug 8: engines 325, 304; cars 10403, 1241, 2439 "Pacific Lodge", 28305, 4613, 4600, 4603, 21862, 21858, 20003, 21122.

*LAKE SHORE LIMITED, train 48, Chicago Aug 9: engines 342, 351; cars 1616, 2085, 2933, 4610, 4615, 4016, 4640, 3110, 8503, 4604, 4107, 4000, 2917, 1221.

*BROADWAY LIMITED, train 41, Harrisburg PA Aug 27: engines 314, 264; cars 1214, 1175, 8518, 3122, 4717, 4718, 25059, 25060, 2081, 2450 "Beech Grove", 1610, 2087.

*SILVER METEOR, train 87, Jacksonville FL Aug 15: engines 390, 376; cars 1630, 2887, 2093 "Loch Katrine", 25052, 25051, 25049, 28004, 8528, 3126, 25012, 25044, 25047, 25041, 2440 "Pacific Beach", 1205.

*PIONEER, train 26, Portland Aug 30: engine 226; cars 2997 "Pine Ridge", 39915, 38034, 31046, 34044.

QUOTES OF THE WEEK***

"I'll bet the congressional researchers who criticize Amtrak rarely ride its trains. Or, if they do, they do it with their eyes shut.

"Otherwise, they could never have produced so farcical a conclusion as the one contained in a recent 85-page report that found that federal Amtrak subsidies mainly benefit the rich.

"Granted, Amtrak has no firm figures on the income levels of its passengers. It doesn't have to. Just board any Amtrak train and you soon will learn that a majority of its passengers are people who probably couldn't afford the long trip any other way."

--Bob Wiedrich in Chicago Tribune, Jul 30.

SLIP OF THE MONTH CLUB***

"But Amtrak doesn't serve numerous major cities, from Hartford, Conn., and Nashville, Tenn., to Des Moines, Iowa, and Amarillo, Texas."

--Albert R. Karr in Wall Street Journal, Sep 2.

(Has James Ullman heard about Hartford yet?)

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AMTRAK RIDERSHIP FIGURES

JULY 1982 FIGURES--SECOND COLUMN IS % INCREASE/(DECREASE) OVER 1981

METROLINERS	76,750	(9.9)
NORTHEAST CORRIDOR CONVENTIONAL	530,555	6.4
PHIL-NEW HAVEN-SPRINGFIELD	16,547	(26.9)
NEW YORK-PHILADELPHIA	156,447	(20.5)
PHILADELPHIA-HARRISBURG	62,158	(12.7)
NEW YORK-HARRISBURG	22,340	(7.1)
TOTAL NORTHEAST CORRIDOR	864,797	(3.8)
NEW YORK-NIAGARA FALLS	67,148	(6.9)
CHICAGO-ST.LOUIS	26,001	(4.6)
CHICAGO-MILWAUKEE	13,202	(44.9)
CHICAGO-DETROIT/TOLEDO	35,049	(15.8)
CHICAGO-CARBONDALE	12,205	(30.9)
CHICAGO-QUINCY	6,075	(5.2)
LOS ANGELES-SAN DIEGO	116,288	(4.5)
SEATTLE-EUGENE	4,817	(38.2)
VANCOUVER-SEATTLE		(100.0)
WASHINGTON-CINCINNATI		(100.0)
WASHINGTON-MARTINSBURG	17,401	(14.9)
OAKLAND-BAKERSFIELD	18,535	(10.8)
NEW YORK-MONTREAL	9,816	(6.1)
CHICAGO-PORT HURON	9,621	(9.1)
CHICAGO-DUBUQUE		(100.0)
CHICAGO-DULUTH	16,388	48.1
CHICAGO-VALPARAISO	20,025	.3
CHICAGO-INDIANAPOLIS	5,619	(28.1)
CHICAGO-PEORIA		(100.0)
CHICAGO-KANSAS CITY	11,334	(12.8)
PHILADELPHIA-PITTSBURGH	8,300	(22.1)
PORTLAND-EUGENE		(100.0)
LOS ANGELES-SACRAMENTO	8,474	.0
TOTAL SHORT DISTANCE	406,298	(14.2)
WASHINGTON-MONTREAL	16,028	7.5
NEW YORK-FLORIDA	71,063	(5.6)
CHICAGO-NEW YORK/WASHINGTON	28,520	(6.5)
CHICAGO-CINCINNATI-WASHINGTON	10,587	(48.6)
CHICAGO-SEATTLE (N)	49,163	(3.2)
CHICAGO-SAN FRANCISCO	32,180	(18.8)
CHICAGO-LOS ANGELES	33,144	(22.3)
CHICAGO-NEW ORLEANS	23,724	(1.4)
CHICAGO-TEXAS	11,850	(53.4)
LOS ANGELES-NEW ORLEANS	10,744	(20.7)
LOS ANGELES-SEATTLE	53,326	(17.8)
CHICAGO-NEW YORK/BOSTON	38,468	3.0
BOSTON-NEWPORT NEWS	9,317	17.9
NEW YORK-SAVANNAH	22,667	31.6
SEATTLE-SALT LAKE CTY/CHI	17,494	(25.7)
NEW YORK-NEW ORLEANS	31,244	.0
LOS ANGELES/OGDEN-CHI	13,954	(15.9)
TOTAL LONG DISTANCE	473,473	(11.7)
SPECIAL TRAINS	180	.0
SYSTEM TOTAL	1,744,748	(8.6)

These are the latest Amtrak ridership figures released--for July. (See last issue for June figures.

These are the latest Amtrak ridership figures released--for July. (See last issue for June figures.)

July was a better month than June. Altho the recession was still depressing patronage, the percentage drop from the same period of 1981 was less in July than in June--8.6% down versus 12.4% down.

All categories of ridership were relatively improved in July, and especially the NE Corridor, which was off just 3.8% in July, compared to 8.1% in June. The East also figured importantly in the Long Distance category, as the only four trains that showed ridership increases relative to July 1981 were Eastern trains.

Systemwide ridership in July 1981 was 1,908,337 and the 1,744,748 figure for July 1982 was 8.6% below that.

Those trains that have blanks in the ridership column are those that were discontinued less than a year ago. RTN calculates that if these trains were still running, short distance ridership would have been down only 7.8% instead of 14.2%.

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RAIL FANTRIPS

Oct 2: Ride the Michigan Northern between two festivals: Harvest Festival, Rockford MI and Red Flannel Festival, Cedar Springs MI. 20-min trips, 7 from Rockford, 6 from C. Sprgs. (616) 866-4552. W. Mich. Rail Excur Ser, 7 S. Squires Ln, Rockford MI 49341.

Oct 15-17: Bay Rail Fall Foliage Express; 1st psgr train on N. Mich. route since 1963. Charlevoix-Grand Rapids, 202 mis. 2 nights at Sugar Loaf Mt. resort, Cedar MI. $165 single. Forlow Travel, 17W620-14th St, Box 39, Oakbrook Terr. IL 60181.

Oct 17: Fall foliage, Pittsburgh-Cumberland MD RT. Reclining coach $55, PAT new forward-facing commuter seat $49, PAT rear-facing commuter $43. Mail orders only; include SASE. Pittsburgh Chap NRHS, Box 822, Pittsburgh PA 15230.

Nov 6, 7, 13, 14: "Doodlebug Days" on Octoraro Rwy, restored PRR motor car 4662. All 140 operational miles of Octoraro Rwy. Lv Greenville DE 8:30am from RR X-ing of Del. Rt. 52. Wilmington Chap NRHS, Box 1261, Wilmington DE 19899. 302-798-8431

Nov 19-21: Fall 1982 Cal-Stewart Convention, Toy Train Operating Society, S.W. Div., Pasadena. Info: Hilly Lazarus, 14547 Titus St #207, Panorama City CA 91402.

Nov 20-21: 1st Annual Oklahoma City Train & Miniature Show & Sale, Lincoln Plaza Hotel. Info: Ms Harva Mason, 7622 N. Western Ave, Okla. City OK 73116.

Nov 26-28: Ferrocarril del Pacifico, Mexicali-Empalme, visit general shops and storage yards. $135 sleepr. $25 deposit until Nov 1. Let's Travel Tours, PO Box 2768, Riverside CA 92516-2768. (714) 787-8350 afternoons.

Apr 15-23, 1983: Swiss Rail Tour, from NY City. Rail/Road Tours, Hyde Park Travel Bureau, PO Box 24, Hyde Park, MA 02136.

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ON THE CONGRESSIONAL BUDGET OFFICE REPORT: An edited condensation of a letter to Congressman Glenn Anderson, D-Calif., who had made a copy of the report available to me. This personal statement does two things: 1--its primary purpose to publicize the faultiness of the usual reasoning on corridor-versus-long distance trains; 2--it happens to serve a worthy cause, of promoting my "1981 Amtrak Law". So this is also an ad for my $30 publication, available at Box 1866, Long Beach CA 90801--Robert J. Swan.

Table A of the CBO Report purports to compare net outlays per passenger mile for Air (All), Highway (All), and Rail. Air shows a half-cent profit, Highway a tenth-cent profit, and Rail a 23.6-cents "outlay" or loss. For all modes there are three columns preceding. The first is for gross federal outlays, the second is the net federal outlays offset by user fees, then the number of passenger miles. Any congressman reading so far would be under the impression that all net outlays for Amtrak are being divided by all Amtrak passenger miles to arrive at net outlay per passenger mile, and comparing the same with the other two modes.

I don't think there was the intent on the part of the CBO to be tricky, even though this is the effect, and shows their entire report is simply so unreliable that it cannot even be discussed logically. I think they were just in over their heads.

The net and gross federal outlays shown for Amtrak are, as shown by the footnotes when the two Northeast Corridor figures given are added, only the federal outlay for the NEC. But in the next column the passenger miles given are for the entire Amtrak system; I checked that number out myself. They divide the federal outlay for the NEC (1,064 million dollars) by the number of passenger miles systemwide (4.5 billions) and arrive at the net loss per passenger mile of 23.6 cents which a reasonable and trusting reader would assume to be the nationwide Amtrak deficit and it isn't anything of the sort.

But just supposing the NEC outlay were divided only by the smaller number of NEC passenger miles, then the deficit attributable to each NEC passenger would have gone through the roof and halfway to the moon. There are no such deficits in the longdistance train system.

Well, I haven't quoted you the main body of my letter to Congressman Anderson at all. I've only expanded the suffix, which exposed CBO's Table A. But now I will quote from my main text:

"May I quote from my Editorial which concludes my compilation of current Amtrak Law all-in-one-place: 'Cutting down Amtrak's budget would have the effect, so Amtrak officials say, of restricting passenger train service to the Northeast Corridor. That could only be the case for a short while. The longdistance trains would not be around to be allocated a portion of the Northeast Corridor's massive overhead expenses peculiar to that very dense railroad operating corridor. This would result in all the NEC's overhead expenses being charged to the NEC itself. THIS WOULD MANDATE SUCH HIGH NEC FARES THAT THE NEC WOULD SELF-DESTRUCT... AND YES, LONGDISTANCE TRAINS ARE A LOW-COST APPENDAGE TO THE NEC THAT MAKES THE NEC FISCALLY POSSIBLE.'"

Yours for expediting the improvement of low-cost rail transit, Robert J. Swan